



FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME

**FIM E-XPLORER
WORLD CUP REGULATIONS
2022**





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1 GENERAL

In the following appendices, “He” is used in a non-sexist way and must be understood as “She/He”.

All riders, teams’ personnel, officials, promoter/organisers and all the persons involved in any capacity whatsoever participating in the FIM E-XPLORER WORLD CUP undertake, on behalf of themselves, their employees, and agents, to observe all the provisions of:

1. SPORTING REGULATIONS
2. TECHNICAL REGULATIONS
3. DISCIPLINARY AND ARBITRATION CODE
4. MEDICAL CODE
5. ANTIDOPING CODE
6. ENVIRONMENTAL CODE
7. CODE OF ETHICS

as supplemented and amended from time to time.

1.1 Titles

The FIM recognises the FIM E-XPLORER World Cup for Teams and Manufacturers. FIM E-XPLORER World Cup meetings are the sole prerogative of the FIM and shall be organised in accordance with all FIM requirements.

The rules of the FIM Sporting Code and Appendices apply, except where otherwise stated in this Regulation.

1.2 Description

The FIM E-XPLORER World Cup will be staged in a series of meetings with electric polyvalent all-terrain motorcycles on a dedicated course. The motorcycles must comply with the FIM Technical Regulations.

A FIM E-XPLORER World Cup meeting consists of all official activities related to racing, starting with the first administration controls and technical verifications until the settlement of all possible protests which are to be dealt with by the Jury.

The actual racing consists of a series of sprint relay races (heats) for electric all-terrain motorcycles in short technical tracks. Up to 12 Teams consisting of one male and one female rider will race each other head-to-head in a best two out of three race knockout tournament format. Two teams will face each other racing in parallel through individual lanes and will have to go through natural and/or artificial obstacles such as jumps, whoops, pits,



drops, ramps, stones, tree trunks, or passages of water. Halfway through each race, teams will have to switch riders in a relay. The best out of three races wins the heat and will move to the following round until the final round, whose winner becomes the event champion.

In accordance with prevailing circumstance, the FIM E-XPLORER Commission at its sole discretion may cancel, alter, change or amend ANY aspect of the event format and/or diagrams (i.e. the selection of Teams, procedures, etc.).

1.3. Supplementary Regulations (SRs)

Supplementary Regulations, referred to hereafter as SR, must be issued by the FMNR in accordance with the FIM Sporting Code, the FIM E-XPLORER World Cup Regulations.

For all meetings counting towards the FIM Championships (the series), the SR must be published at least in English and must be approved by the FMNR and the FIM, and subsequently ratified by the International Jury. One copy must be sent to the FIM Administration at least two months before the date of the meeting for approval by the FIM, by electronic mail.

After approval, and not later than 1 month before the date of the meeting, the FMNR must send copies of the approved SR to all persons concerned or connected with the meeting (Promoter, International Jury Members, FIM Officials, FMNs, Riders, Teams, etc).

The SR must in no case modify the FIM Sporting Code and must be drawn up in conformity with the standard model established by the FIM E-XPLORER Commission.

1.4 Amendments to the Supplementary Regulations

No amendment may be made to the SR after their approval by the FIM Administration or the FMNR. However, in exceptional circumstances, the International Jury or, if the meeting has not started, the FMNR after approval of the FIM, may authorise, an amendment to the SR, which has to be brought to the attention of all persons concerned.

1.5 Responsibility for Organisation

The organiser of the meeting, whether the promoter, an FMNR, an individual, a club, a corporate body or a member of such a club or body, is responsible for the overall staging and organisation of the meeting for which a permit or other authorisation has been granted by the FMNR, and for provision of all equipment required for the efficient running of the meeting.

In accepting these responsibilities, the organiser undertakes to ensure the



loyal observance of all rules and provisions of the FIM Sporting Code, its Appendices and Regulations.

1.6 Definitions

Beginning of the Meeting: The meeting starts with the first Technical Control and verification.

End of the Meeting: The meeting is not considered to be finished until the time-limits for protests and appeals have elapsed and all protests and appeals have been settled.

Teams: Up to 12 Teams composed of 1 male and 1 female rider will take part in the FIM E-XPLORER World Cup series. Each team must be in possession of a Valid FIM Team Licence.

Permanent Riders: The teams will nominate 1 male and 1 female Rider for the whole season. In addition, the team will also nominate 2 substitute Riders able to replace the permanent Riders in case of force majeure or injuries. Each Rider must be in possession of a valid FIM Rider Licence.

Manufacturer: Each selected manufacturer must be in possession of a valid FIM Manufacturer Licence.

Substitute Rider: A Rider appearing on the official list of Nominated Substitutes approved and published by the E-XPLORER Commission.

FIM E-XPLORER World Cup Points: The points secured by a Team or a Manufacturer as a result of his performance during each FIM E-XPLORER World Cup Meeting and carried forward to the Intermediate or Final Classification.

Knockout Format: A knockout format is a type of elimination tournament where the loser of each round is eliminated while the winner moves to the following round until the final round, whose winner becomes the event champion.

Electric Polyvalent All-Terrain Motorcycles: For the FIM E-XPLORER WORLD CUP an electric polyvalent all-terrain motorcycle is a lightweight motorcycle (75kg or 165 Lbs < Weight < 130Kg or 286 Lbs) that is propelled by an electric motor without pedal assistance and that is designed to ride in different surfaces and through different obstacles like jumps, whoops, pits, drops, stones, tree trunks, or passages of water. **(Refer to Technical Regulations)**

Bracket: The tournament bracket is the is a tree diagram that represents



the series of head-to-head races that will take place during the event.

Lap: In E-Xplorer a lap is a complete trip around a racetrack performed by an individual rider of the team. One race is completed when the first team rider completes the lap, switches to the second rider and then the second rider completes its lap.

Time Attack: Time attacks are time trials where teams ride individually through the track in relay format with the goal of recording their best team qualifying time. There are two (2) time attacks throughout the event, the qualifier, and the last chance qualifier (LCQ). During a time attack teams will have up to 10 minutes to record their best time. The recorded time is measured as the combination of Rider 1 lap time + Rider 2 lap time + Relay Switch Time. The successive laps of the two riders in a team plus the switch relay time may be referred to as a Time Attack Qualifying Race.

Head-to-Head: are knockout heats between two teams that will duel each other in up to three races. The best 2 out of 3 races wins the heat and will move to the following round until the final round whose winner will become the event champion.

Heat: In the FIM E-XPLORER WORLD CUP a heat is a match-up between two teams during a specific round of the event. Each heat is composed of up to three races. The best of three races move to following round.

Race: A race is a head-to-head duel between two teams consisting of 1 Lap from Rider 1 +Switch relay to Rider 2 + 1 Lap of Rider 2. The best of three races is the winner of the heat and moves to the following round

Best of Three: Best-of-three means that a team must win two out of three races to win the heat. If two races are won consecutively by a team in a heat the third race will not take place.

Rounds: In FIM E-XPLORER WORLD CUP the tournament bracket that represents the head-to-head races that will take place is composed of 5 Round. Round 1 has 6 heats, the winners of round 1 move to round 2. Round 2 has 3 heats, the winners of round 2 move to the semifinals while the losing teams move to the LCQ. Round 3 is the semi-final with 2 heats; Round 4 is the small final for the runner up teams to fight for the 3rd and 4th position; and Round 5 is the final whose winner becomes the champion.

Qualifier: The qualifier is the first time attack that takes place during the event. Qualifier times define the bracket distribution for the first round of the head-to-head races. Teams will have 10 minutes to record the best qualifying time in this time attack (Rider 1 lap time + Rider 2 lap time +



Relay Switch Time). After recording of the best time (T) of each team. The first round of the head-to-head races will be distributed as follows: T1 vs T12; T2 vs T11; T3 vs T10; T4 vs T9; T5 vs T8; T6 vs T7.

Last Chance Qualifier (LCQ): The Last Chance Qualifier or "LCQ" is the second time-attack that take place during the competition. All teams eliminated during round 2 can participate in the LCQ as a Last Chance to qualify to the semifinals. During this time-attack, teams will only have 3 mins to record their best time.

Lanes: In the FIM E-XPLORER WORLD CUP, teams face each other racing in individual lanes. The track is separated into two lanes (one for each team) and after each race both teams will have to switch lanes starting the following race of the heat from a different starting gate position.

Spotter Platform: Team principals will be located in a spotter platform close to the race control facilities. The spotter platform will have direct view to the racing track, radios and will be equipped with screens.

Switch Zone: The switch zone is the area of the track where team riders will carry out the relay. When rider 1 crosses the switch line, it will unlock a gate for rider 2 to start, this will happen in the switch zone.

1.7 Dates of the meeting

The FIM E-XPLORER World Cup_calendar will be established pursuant to Art. 20.1.2 of the FIM Sporting Code.

To provide for postponements which may be necessary, for example because of weather conditions, the FMNR or the Organiser must declare two re-staging dates which must always be the two days following the original date of the meeting and mention them in the SR's.

If the meeting is postponed again and cannot be held during one of the restaging days, then it will be abandoned.

In the event cannot be completely held until the Final heat due to Force Majeure, the result of the meeting will be awarded according to the Qualifying Practice results. Nethertheless, the E-XPLORER Commission has the power to continue the meeting on the restaging dates.

1.7.1 Re-staging or Abandonment of a Meeting

If an E-XPLORER Meeting is interrupted or suspended for any reason whatsoever, the following rules will apply:



If the meeting is interrupted before the final heat is accomplished, and the remaining heat cannot be completed the same day, then the results may not be taken into consideration. The jury will have two options:

- The classification will be done following the ranking of the qualifying timed practice, or
- The whole meeting could be re-staged in accordance with Art. 1.4 - Dates of the meeting.

At the conclusion of the FIM E-XPLORER Season, any runoffs which did not take place for any reason, precedence will be given to the Team having the greatest amount of E-XPLORER 1st place results, followed by 2nd, 3rd, 4th and so on in the current season. If the tie persists precedence will be given to the Rider with the highest Final Classification at the last round of the current FIM E-XPLORER season.

1.8 FIM E-XPLORER Event Technical Specifications

An FIM E-XPLORER Event Technical Specifications will be provided to each E-XPLORER organiser and each appointed Clerk of the Course. The organisers are required to follow all the detailed instructions contained in this Manual.

1.9 FIM E-XPLORER Brand Guidelines

An FIM E-XPLORER-Brand Guidelines will be provided for each FIM E-XPLORER organiser. The organisers are required to follow all the instructions contained in this manual.



2 OFFICIALS

2.1 International Jury

Concerning the nominations, terms of reference, procedure, publication of the decisions and minutes of the International Jury.

The FIM will appoint the International Jury, except for the FMNR delegate and the FMNR Clerk of the Course.

For the FIM E-Xplorer World Cup events, the Jury President and FIM Technical Director are appointed by the FIM. The other Officials are appointed by the FMNR.

One FMNR Delegate will be appointed by his/her FMN.

2.2 Incompatibilities of Officials

An Official may not be a competitor, team manager, team member, mechanic, manufacturer's representative, or sponsor participating in the meeting.

2.3 Officials who hold an FIM Licence

When on duty at FIM E-Xplorer World Cup Events, any of the following Officials must be a holder of the appropriate FIM international Official's Licence which is valid for the current year:

- International Jury President
- FMN Delegate and FMNR Delegate
- Clerk of the Course
- FIM Technical Director
- FMNR Technical Steward
- Timekeeper*
- Environmental Steward

* In respect of the timekeeper position, an organiser may appoint a non FIM licenced timekeeper in which case the recorded times will not be considered official for FIM purposes.

2.4 Terms of Reference of Officials

2.4.1 International Jury President

The President of the International Jury (FIM Jury President) ensures that the decisions of the International Jury conform to the provisions of the FIM Sporting Code, to the FIM rules and the SR of the meeting.



The Jury President shall, if necessary, convene any extraordinary meetings.

The Jury President has the right to invite any guests to the International Jury meetings, when appropriate for the meeting.

In case of absence of the Jury President, the position will be replaced by the FIM Technical Director appointed by the FIM.

A meeting of the International Jury shall be called before the first official practice session and during this meeting the International Jury shall approve, control or reject the following matters:

- Approve the SR and any amendments.
- Report of the Clerk of the Course stipulating that all Riders and participants engaged are in possession of their respective licences as well as all Officials with any responsibility for the running of the meeting.
- Report from the Clerk of the Course showing all steps to be taken to ensure the orderly running of the meeting.
- Report and control of the safety standards of the meeting.
- Approve, control or reject any amendments of requests for extra safety measures as mentioned in the track inspection report.
- Control, of the official permission from the local authorities to run the meeting and of the third-party liability insurance policy of the organiser.

At the end of the official practice, during a session of the International Jury, the President will hear the reports of all the appropriate Officials.

At the end of the meeting, during the last session of the International Jury, the President, together with the Referee, must sign the official classification of the meeting. He must also sign, with the Secretary to the International Jury, all minutes of the meetings.

He shall send the following documents to the FIM Administration within 72 hours of the finish of the meeting:

- The Jury President's Report and the Minutes of the International Jury Meetings (using the official form),
- Details of any protests submitted together with the security deposits collected,
- Copy of the official results duly filled in.



2.4.2 FMNR Delegate

The FMNR Delegate can attend International Jury meetings with voting rights. The FMNR delegate is nominated by his FMN.

2.4.3 Clerk of the Course

The Clerk of the Course is responsible for the conduct and efficient running of the meeting.

He is not a voting member of the Jury, but is considered as - in case of no FMNR Delegate - as representative of his FMN.

It is strongly recommended that the Clerk of the Course speak one of the two official FIM languages. If not, a competent translator must be available at all times.

They must ensure that the marshals, safety crew, and all the personnel are present and ready before practice and before racing and that all facilities are provided to secure the track and paddock in a satisfactory condition during practice and during racing.

They must exercise authority over all Officials of the meeting (with the exception of the International Jury members) and is responsible for ensuring that they are present and ready to carry out their duties properly.

They must ensure that all Riders taking part in the meeting have signed on and give the signing on list to the Jury President.

They must carry out as soon as possible all instructions received orally (directly or by telephone) or in writing from the Jury.

They must provide any information regarding the organisation and control of the meeting which he considers relevant for the International Jury or the Referee to know or which may be requested by the International Jury or the Referee.

They must ensure that protests are in order and accompanied by the appropriate security deposit before passing them to the Jury.

They must notify the International Jury and the Referee of all decisions to be taken or already taken, and of any protest addressed to him.

They ensure that the FIM rules are respected. He may propose penalties to International Jury.

They must order the removal from the track or venue and its vicinity of any person refusing to obey the orders of an official in charge.



They must ensure that no machine or motor is removed from the pits or parc-ferme without the authorisation of the Referee until 30 minutes after the last race.

They must ensure that the Speaker has taken notice of his duties as mentioned later in this article.

They must collate the reports of the timekeepers and other Executive Officials and all other information necessary to present his report to the International Jury, and have the provisional results of the meeting approved.

2.4.4 FIM Technical Director

- The FIM Technical Director is appointed by the Director of FIM International Technical Commission in consultation with the Director of FIM E-Bike Commission.
- The FIM Technical Director is not responsible for the technical verifications but will ensure that they are carried out in accordance with the FIM Technical code.
- The FIM Technical Director works in cooperation with the FIM Jury members and the Clerk of the Course.
- The authority and duties of the FIM Technical Director include but are not limited (please, also refer to FIM Technical code):
 - a) The FIM Technical Director will report any concerns or deficiencies relating to the technical verifications to the FIM Jury President and present proposals to resolve such concerns.
 - b) The FIM Technical Director is the final arbiter in relation to technical issues at the event.
 - c) The FIM Technical Director will examine with the Chief Technical Steward the motorcycle(s) and the protective equipment of any Rider(s) involved in serious or fatal accidents and present a written report to FIM Jury President.
 - d) The FIM Technical Director will attend all Jury meetings with voting rights.

2.4.5 Technical Steward

The Technical Steward must verify the machines, clothing, air-bag vests and helmets in accordance with the FIM rules and the SR.

He must present his report to the International Jury prior to and after racing.



2.4.6 Chief Medical Officer (CMO)

The Chief Medical Officer must fulfil the duties required in the FIM Medical Code. The presence of an FIM-licenced Chief Medical Officer is requested at FIM E-Xplorer World Cup meetings.

2.4.7 Environmental Steward

The Environmental Steward shall be responsible for all environmental aspects. He must fulfil the duties required in the FIM Environmental Code.

2.4.8 Timekeeper

The Timekeeper must be qualified to use a timekeeping system.

He must record the times taken in each heat by the riders.

The times, but no other information, may be conveyed to the public.

The records of times must be certified by the Timekeeper, retained for scrutiny and not destroyed without the authorisation of the Clerk of the Course.

He must advise the FMNR of all track records established during a meeting.

2.4.9 Speaker

The Speaker must give members of the public such information as they may reasonably require to understand the sport they are watching and to enjoy it.

He must communicate all information as required by the Promoter and the Clerk of the Course but may not comment on, give an opinion on or amplify such information or any decision made by the Clerk of the Course.

He must be strictly impartial in what he says and refrain from any statement which might incite members of the public to demonstrate against or denigrate an Official, Rider or team or to encourage any section of the public to be an annoyance or nuisance to another section.

He must not convey to the public, information which is contrary to the FIM Sporting Code or the SR, or which is untrue, or information on any protest or appeal, which may be lodged.

The results must also be communicated in English.

2.4.10 Starting Marshal

The Starting Marshal is responsible for:

- Ensuring that before the beginning of practice and racing, the starting



gate functions correctly;

- The layout of the starting area, the Pre-grid complies with regulations, and that all starting positions are ready before each heat;
- The Riders are controlled when they are preparing to start in a heat and that he remains at the gate until he is satisfied all Riders are in their correct positions and ready to start. When the Start Marshall is satisfied they will signal to his assistant who will then release the starting gate.

24.11 Flag Marshals

There must be at least 10 Flag Marshals on the track.

Each Flag Marshal is responsible for displaying a red flag or yellow flag upon the signal to do so from the Clerk of the Course.

The Marshals will be equipped with radio sets.

24.12 Pits' Marshal

The Pits' Marshal and his assistants must be permanently present in the pits area during the FIM meeting.

The Pits' Marshal is responsible for ensuring that:

- only the Riders and their teams and other persons with appropriate passes (police, fire and medical staff in uniform and doctors, do not need passes for identification) are permitted in the pits;
- all necessary equipment, including fire extinguishers (Only ABC extinguisher types with a minimum weight of 2 kg of product are acceptable) and emergency tools are in order;
- Riders and machines carry the correct riding numbers according to the programme;
- Riders concerned are marshalled in readiness for the heat in which they are competing immediately after the previous heat has started;
- before authorising Riders and machines to leave the pits for practice or racing, the track is clear of all obstructions;
- instructions from the Clerk of the Course are clearly understood and carried out;
- Nobody smokes in the pits area.
-



2.5 FIM E-XPLORER Commission

The FIM E-XPLORER Commission, established pursuant to Art. 30.4.2.1 Of the FIM Sporting Code, is competent to study and approve amendments to the FIM E-XPLORER Regulations proposed by the CEB or by other parties involved such as Riders, Teams, Manufacturers, etc.

The FIM E-XPLORER Commission shall consist of:

- The FIM CEB Director
- The FIM EXPLORER Technical Director
- The E-XPLORER Promoter CEO
- The E-XPLORER Promoter Representative

The decisions require a simple majority and in case of a tie, the FIM CEB Director shall have a casting vote.

2.6 Club Staff Uniform

It is compulsory for the Club staff to be dressed with the Club's uniform. If the Organiser does not have a special Club uniform, then the Club's staff must wear overalls of the same colour.

Chief Officials such as the Clerk of the Course and Technical Steward, Doctor, etc. must be clearly identifiable. Their uniform or jacket must contrast with that of the Club staff uniform and their title must be clearly displayed on the back, in contrasting letters.



3 INTERNATIONAL JURY

The Members of the International Jury with voting rights are: The Jury President, the FIM Technical Director and the FMNR Delegate.

In absence of a Member and in the case of a tie, the Jury President has the casting vote.

The following persons are entitled to attend the meetings of the International Jury but without the right to vote: the Members of the Board of Directors, the Directors of the permanent Commissions and Panels, the FIM Chief Executive Officer, the FIM Sports Director and the administrative staff of the Sporting Commission concerned, the Environmental Steward, the Chief Medical Officer, the Technical Director, the Technical Steward, the FMN Delegate(s), the Team Managers and any Guests in possession of an FIM Licence invited by the Jury President.

3.1 Nominations

For International Meetings, all members of the International Jury are appointed by the FMNR.

For FIM Championships with or without a FIM promoter, the nomination of the International Jury President and the Referee will be decided by the FIM/CCP.

3.2 Terms of reference of the International Jury

Please refer to Art. 50.1 of the FIM Sporting Code.

3.3 Procedure at International Jury meetings

Decisions of the International Jury are based on a simple majority. In the case of a tie, the President will exercise a casting vote.

3.4 Publication of the International Jury decisions

All decisions of the International Jury necessary for the running of the meeting as well as the results must be published as soon as is reasonably possible. The decisions must be published on the Official Board or one a dedicated electronic platform at least in the English language.

3.5 Minutes of the International Jury meetings

The minutes of the meeting must be written in the English language. They are to be prepared by the Secretary to the International Jury and must be signed by him/her and the Jury President. A copy of these minutes must be sent to the FIM Administration within 72 hours after the meeting in respect of meetings counting towards a FIM E-XPLORER World Cup.



The minutes must state in detail any penalty imposed; the decisions taken concerning any protests received (copies of which must be attached); any possible irregularities observed, as well as the opinion of the International Jury regarding the success of the organisation and any possible remarks they consider to be worthy of special mention.

3.6 International Jury Meeting Room

A special Jury Room fitted with a large table and sufficient chairs must be provided for the Jury to conduct their meetings. A printer must be available in the room and preferably a photocopier. A secure and reliable Wi-Fi internet connection must also be provided. The room must be prepared, available and free at all times prior, during and after the meetings. Coffee, soft drinks, snacks etc. must be available at each Jury meeting. If the room is not manned at all times the Jury President, Clerk of the Course and the Secretary must be given personal keys for entering.



4 RIDERS

4.1 Medical Certificate and Examination

Every Rider and Passenger taking part in the FIM E-XPLORER meetings must be medically fit.

A special medical examination may be carried out at any time during a meeting by an official doctor or by another doctor nominated at the request of the Jury President or the FIM Medical Representative.

Please refer to the FIM Medical Code.

4.2 Age of Riders and Passengers

For participating in the FIM E-XPLORER series, the minimum age has been attained as below:

	Minimum
FIM E-XPLORER WORLD CUP	16 years

The minimum age for each and every category of meetings starts on the competitors' minimum age birthday.

For applicants aged over 50 years, please refer to the FIM Medical Code.

4.3 Licences

Riders will only be allowed to take part in the FIM E-XPLORER World Cup meetings with a current and valid FIM E-XPLORER World Cup licence or any FIM licence authorised as stipulated in the FIM Yearbook or FIM info letter.

4.4 Checking of the Rider's Licences

The Rider's licences must be presented to the Clerk of the Course prior to the practice and will be checked by the Jury President.

The (24) permanent FIM E-XPLORER Riders do not have to present a licence as the FIM Officials will have a list in advance of the (24) permanent licenced Riders. The manufacturer, the team and the Rider's FIM licence must be send to the FIM E-XPLORER Commission prior the start of the season.

4.5 Entries

Before each season, a selection process will be monitored by the FIM E-XPLORER Commission.



Entry fees will be managed by the Promoter.

Only official Teams and Riders will be allowed to enter the E-XPLORER World Cup Series of that year.

All teams must submit the official FIM E-XPLORER contract to the Promoter.

Furthermore, the Rider or the Team commits himself by his signature, to be fully aware of all the FIM rules; to accept them all and to compete in all the meetings of the FIM E-XPLORER World Cup of that year.

A Rider or a Team who has started in the FIM E-XPLORER World Cup must participate therein unless prevented from doing so by injury or other “Force Majeure”. A suitably qualified medical practitioner must certify injury or illness in writing to that effect.

Any Rider who has suffered an injury requiring hospital treatment and who has not since raced in any official meeting must provide a Medical Certificate in English confirming fitness to take part in the meeting.

In the case of a “Force Majeure”, the International Jury of the meeting will decide on his admission.

If the absence of the Rider is truly justified and accepted by the International Jury, he will be reinstated in the FIM E-XPLORER World Cup.

4.6 Nominated Substitute Riders

In case of the absence of one or more Riders, the Team representative can enter the “Nominated Substitute Rider(s)” for that meeting, and take the place of the relevant missing Rider or Riders.

Furthermore, the Rider commits himself by his signature to be fully aware of all the FIM rules; to accept them all and to compete in the [FIM E-XPLORER Meeting](#) for which he has been nominated.

4.7 Riding Number

The official teams can request a permanent riding number that must be displayed on the motorcycle. The list of the official riding numbers will be published prior to the start of the season.

4.8 Signing On

All Riders who take part in event must sign on at the date and time stipulated in the SR's, which should be no later than 30 minutes before the first International Jury meeting. When a Rider has signed on, he is deemed to have

entered the meeting and is not permitted to take part in any other motorcycle meeting until the completion of the FIM E-XPLORER World Cup Meeting.

4.9 Riders' equipment

Riders' equipment must conform to the Technical Rules.

Helmet-cameras

For the FIM E-XPLORER World Cup an on-board/helmet-camera (other than the one from the FIM Championship Promoter or permitted by the FIM Administration) is not allowed during the entire event, from the practice sessions until the end of the event.

Airbag vest and other protections

On the entire course during practice or race heats, wearing an airbag vest or jacket, back and chest protectors is mandatory on pain of disqualification. The model of the airbag system used by each competitor must be present in the airbag information note to competitors published by the FIM and the passive protections must be certified as follows:

- Pectoral : standard EN14021 or EN1621-3
- Back protector: standard EN1621-2

These protections can be worn separately or combined in a single product.

It is the competitor's responsibility to ensure that the airbag is operational at the start of practice or the race:

- Sufficient battery level
- Gas cartridge changed in case of previous activation

The cervical collar is not compatible with the airbag and is therefore prohibited.

If the airbag is inflated during the first part of a special stage, the competitor may continue his journey to the Switch Zone where he will then have to replace his used cartridge (s).

Checks may be carried out by marshals at the start of the course.

The competitor may not under any circumstances turn against the FIM or against the organizer in the event of a malfunction of the vest.



See attached document (the airbag information note for competitors published by the FIM)

Replacement cartridges for Airbag equipment

During the technical verifications, the competitor must present and have his spare cartridges marked by the technical officials.

4.10 Rider's Briefing Meeting

A Rider's Briefing will be held prior to the meeting on Race Day, according to the time schedule (**Refer to APPENDIX II: TIME SCHEDULE**). Only Riders and FIM Jury and the promoter representative will be allowed to attend the Briefing with the Clerk of the Course. The Clerk of the Course may call for additional meetings with the Riders, if he considers such action to be necessary.

It is compulsory for all Riders who have signed on to be present.

4.11 Rider's Team Colours

It is compulsory for all the members of the Rider's team to wear their team colour uniform in the pits and on the track during practice and race day.

Rider's, mechanics and team members are encouraged to display the FIM and the FIM Championship logos on shirts/uniform/clothing. The colours and uniforms designs must be sent to the FIM EXPLORER Commission for approval prior the season.

All persons having duties in the pit area must observe a reasonable dress code.

5 TRACKS

5.1 Tracks

The FIM E-XPLORER World Cup series would test the reliability of the electric polyvalent off-road motorcycles and the technical skills and physical fitness of the riders in short technical tracks.

Tracks used for the FIM E-XPLORER World Cup must be composed of natural off-road or urban terrains. It may comprise varied terrain sections such as jumps, stairs, rocks, sand, forest or river-beds. The riders may have at times to push their motorcycles. (Refer to APPENDIX V: RACE TRACK ELEMENTS)

The FIM has the right to inspect any track intended for the FIM E-XPLORER World Cup at any time if it considers such an inspection to be necessary, and may order the taking of any measures needed to comply with all the FIM requirements and safety matters for Riders, Officials and spectators.

The course will be composed of:

- A starting gate with a starting grid
- Several gates
- A Switch zone
- A finish gate.

The riders must validate pre-defined gates on the track, if a gate is missed, the rider is penalised. Between two gates, the rider is free to trace its own line.

Tracks will be designed with two lanes for each team, so that each team will ride through an individual lane. Teams will switch lanes at the end of each race so that they all ride at least both lanes once during the course of a heat.

Switch Zone

The switch zone is a dedicated and restricted area from where a relay is done by the two riders of the same team. When the first rider enters the Switch Zone a light or a marshall shall authorize the second rider to start his/her lap.

Duration and length of the race

The length of a lap is up to 1 km long.

A lap is a complete trip around the track performed by an individual rider of



the team. One race is completed when the first team rider completes the lap, switches to the second rider in the switch zone and then the second rider completes its lap going through the finish line. A race will take approximately 3 minutes including the relay performed by the team. (depending on the track length and the difficulty of obstacles)

For the Qualifier Time-Attack teams will have up to 10 minutes to record their best time. The recorded time is measured as the combination of Rider 1 lap time + Rider 2 lap time + Relay Switch Time

A race will last approximately 3 minutes including the relay performed by the team.

5.2 Track Inspection

At each FIM E-XPLORER World Cup Meeting, prior to any practice or racing taking place the clerk of the course, accompanied by the Jury members may carry out a track inspection and if necessary, order any measure(s) to comply with every security provision for Riders, Officials and spectators.

5.3 Paddock, Hospitality, Media and other Facilities

A Paddock area, including power supply and water, suitable for the parking of Rider's vehicles must be provided adjacent to the pits and must provide sufficient accommodation for 12 Teams.

The description and needs for the Hospitality, Media, Press, TV Compound, Team and Crew catering, podium, race control, etc is described in the FIM E-XPLORER Event Technical Specification. (Refer to APPENDIX III: SITE MAP)

Spotter Platform

There will be a 'Spotter Platform' located near the Race Control Facilities. The spotter platform will be a designated area for team principals with direct view to the racing track and equipped with screens, radio communications and basic race telemetry. (Refer to APPENDIX IV: SPOTTER PLATFORM)

5.4 Facilities Inspection

The FIM E-XPLORER Promoter will carry out a facilities inspection prior to the FIM E-XPLORER Meetings for final approval.

5.5 Pits Entrance and Accreditations

Entrance to the pits area is authorised for the holders of a valid pass only. The promoter is in charge of the accreditations system and management.



6 MOTORCYCLES AND EQUIPMENT

Motorcycles and all Riders' equipment must conform to the FIM E-XPLORER World Cup Technical Rules and to all the provisions of FIM E-XPLORER World Cup Rules.

6.1 Scrutineering

At every FIM E-XPLORER - World Cup Meeting, a technical verification is compulsory and official FIM specification declaration forms are provided for this purpose. All engines, machines and equipment must be checked in accordance with Art. 70.7.1.

The Technical Director may order any machines to be re-checked or re-tested at any time, during practice or racing.

The mechanics must present their Rider's machines and equipment at the time stipulated in the SR's for the Machine Examination and according to the time stipulated in the individual time schedule.

6.2 Electricity

During qualifying practice and throughout the meeting, it is compulsory for the Teams to use the source of electricity supplied by the Organiser, which must be provided free of charge to the riders.

The Organiser must provide charging areas with all the equipment and manpower, necessary to efficiently recharge the bikes.

6.3 Tyres

The FIM and the promoter can restrict and impose the models and brand of the tyres that can be used on the FIM E-XPLORER series.

6.4 Artificial Heating of Tyres

The clerk of the course shall immediately disqualify a Rider whose motorcycle's rear tyre has been artificially warmed prior to the start of a heat. This includes the spinning of the rear wheel whilst in contact with the track or any other object. This does not apply to practice starts.

6.5 Front Number Plate

The front number plate place is restricted for the FIM E-XPLORER promoter's use.

The FIM E-XPLORER Promoter will supply the graphic design of the front number plate to each Teams. It is compulsory to display these front number



plate on the motorcycles during Machine Examination, qualifying practice and racing.

It is not permitted to cover any part of the front number plate in any way.

6.6 Number of Motorcycles

Each Rider will be allowed a maximum of 2 complete mounted motorcycles in the pits during an FIM E-XPLORER World Cup event.

Nevertheless, a rider can only use one of his two bikes per heat. A rider can change his bike after each heat.

6.7 Environmental Mat

When bikes are placed in the pits, parc fermé or other parking area the use of an Environmental Mat is compulsory for all Riders and all their bikes. It must be used whenever working or parking the bikes, during practice and racing.

The Environmental Mats (one per bike) must be presented at the technical verification.

7 PRACTICE SESSIONS

7.1 Walking the track and free practice

The riders can **walk the track** only during the periods mentioned in the SRs.

Free practice sessions will be organized. During this period, teams may test the machines, transponders, telemetry tools and cameras. Free practice sessions will be compulsory for all riders.

During the Free practice sessions a specific time frame as presented in the SRs will be dedicated to the Switch Relay practice. During this period teams will have time to practice the relay strategy in the Switch Zone.

Date and time of the period for walking the track and the free practice must be clearly stated in the SR.

7.2 Qualifier Time Attack and Team Qualifying Laps

As described in the definitions sections time attacks are time trials where teams ride individually through the track in relay format with the goal of recording their best team time.

A Time Attack Qualifying Race is composed of the successive laps of the two riders (lap rider1 + switch/relay + lap rider 2).

The qualifier is a time attack that takes place prior to the head-to-head races. Teams will have up to 10 minutes to record their best times during this time-attack. Qualifier times define the bracket distribution for the first round of the head-to-head races. After recording of the best time (T) of each team the first round of the head-to-head races will be distributed as follows: T1 vs T12; T2 vs T11; T3 vs T10; T4 vs T9; T5 vs T8; T6 vs T7.

Date and time of the qualifying practice must be clearly stated in the SR.

Only motorcycles that have successfully passed the technical verifications would be allowed to take part in the Qualifier. The motorcycles must be equipped with the transponders/telemetry tools provided by the organiser/promoter.

The Qualifier time attack is compulsory for the Riders. If a Rider is not present or is not able to finish one lap during the qualifier, he will be placed DNF (did not finished) or DNC (did not competed) in the results of the Qualifier.



Riders taking part in Qualifyer must do so within the official Qualifyer time schedule for each FIM E-XPLORER World Cup Meeting.

The Clerk of the Course may change the qualifyer schedule according to the circumstances if he feels this is necessary.

Starting practice with the starting gate in operation may be provided.

The weather conditions, the conditions of the track surface or other circumstances may dictate alterations to this procedure.

The Qualifyer may be partly or totally cancelled, which may be decided only by the Clerk of the Course or the FIM Jury.

7.3 Transponders

A transponder/decoder system will be the main timekeeping equipment and an auxiliary apparatus functioning automatically, synchronized with real-time and registering time to 1/100 second.

A digital display panel, linked directly to the timekeeping system shall indicate:

- The time registered by the rider as they cross the finish line.
- The number of the rider.
- The name of the rider.

A monitor should supplement the display of the test classification.

An apparatus functioning automatically and placed on the starting line will take the exact time of the passage of the Riders to the starting line.

The Start Marshall button or the timing loop placed at the starting gate will be the official start of the timing system. The completion of the race will be automatically determined once the rider in first crosses the finish line.

A timekeeper officiating at a FIM E-XPLORER WORLD CUP must have at his disposal a reserve chronometer in order to make up for any possible breakdown of the instruments normally being used.

Riders and teams must accept any type of Time keeping and/or Tracking system approved by the FIM E-XPLORER Commission, including transponders or Trackers. During the machine examinations, the transponder will be given to the Rider for the chronometric.

The FIM Chief Technical Steward will refuse any machine that does not have a correctly positioned positive transponder attachment. The transponder must be fixed to the motorcycles used for the free practice, qualifying and



races in the position and orientation as shown in the timekeeping information given to riders. The Rider is the sole person responsible for the above-mentioned proceedings. The loss of the transponder or tracker during the event will result in a fine of up to 300 EUR. The Rider is the sole person responsible for the transponder.

All the tests must be approved by the FIM Jury. A member of the FIM Jury will pay particular attention to the respect of the rules and to the efficient running of the test.

The timing line (transponder loop) will be situated on the start line.

The classification of Riders in the races will be calculated on the basis of achieved times.



8 RACES

8.1 FIM E-XPLORER World Cup Format

Racing Terminology: For the purpose of the FIM E-XPLORER WORLD CUP racing format please refer to **Section 1.2. Definitions** of the present document.

Racing Format: (Refer to **APPENDIX I: RACING FORMAT**)

After the free practice sessions and the qualifier time attack described in section 7. Teams will compete head-to-head in a best of three heats knockout tournament format.

The knockout bracket distribution is determined by the initial qualifier Time-Attack as described in section 7.

Head-to-head races are knockout races between two teams that will duel each other in three races. The best 2 of 3 wins the heat and moves to the following round until the final round whose winner will become the event champion. The overall bracket of the event as depicted in **APPENDIX I: SPORTING FORMAT 1** is composed of **Rounds 1 and 2**, a **Last Chance Qualifier (LCQ)**, a **Semi-final**, a **Small final** and the **Final**.

- Round 1 has six (6) heats distributed according to the qualifier times (T) as follows T1 vs T12; T2 vs T11; T3 vs T10; T4 vs T9; T5 vs T8; T6 vs T7. To allow for a small break between races, teams will not run two consecutive races. Once they have completed the first race, another group will race, until the six groups in Round 1 have completed a race. The same will happen for the second race, and finally the third race will only take place between teams that are tied at that point. The best of three race winners of Round 1 move to Round 2. The losing teams in Round 1 will be eliminated and their respective positions (P7 to P12) will be determined based on their best times recorded during all races in Round 1.
- Round 2 has three (3) heats, with the same format as Round 1. The winners of round 2 move to the semifinals while the losing teams move to the Last Chance Qualifier (LCQ).
- The Last Chance Qualifier or "LCQ" is a second time-attack that takes place during the course of the competition. All teams eliminated during round 2 can participate in the LCQ as a Last Chance to qualify to the semifinals. During this time-attack, teams will only have 3 mins to record their best qualifying time. The team with the best qualifying



time will move to the semifinals, while the other 2 teams remaining will be eliminated and their respective positions (P5 & P6) will be determined based on their best times recorded during the LCQ.

- The semi-finals have two (2) heats with the same format as Rounds 1 and 2. The two winning teams will move to the final and compete for P1 and P2 while the runner up teams will compete for P3 and P4 in a small final.
- The final and the small final heats will run simultaneously to allow teams for a short break between races.

Tracks will be designed with two lanes for each team. Teams will switch starting gates after each race so that they all ride at least both lanes once during the course of a heat. Rider's gate positions for the beginning of each race will be determined by balloting under the control of the clerk of the course or if explicitly mentioned in the SRs, based on the Qualifyer times.

FIM E-XPLORER World Championship points are awarded according to the finishing order of the meeting.

8.2 Punctuality in Starting

All races must start at the time stipulated in the SR. All Officials and Riders must hold themselves ready for the start when called upon to do so by the Clerk of the Course.

Only the Clerk of the Course can make alterations or changes to the starting time of the races. He shall give the order that the Riders shall come to the Pre-grid or Starting Gate.

8.3 Time, Pre-grid and Starting Gate Procedure

Upon the order from the Clerk of the Course, the pits gate shall be opened; the Riders shall have access to the Pre-grid or Starting Gate within 2 minutes maximum.

In the pre-grid, all team riders will be lined up in order waiting for their-respective turns to ride. Once a race is completed, the next teams will be notified by the Clerk of the Course, a Marshall or by a notification screen to line-up in their assigned starting gates.

The clerk of the course has the option to use a 1-minute time allowance for a restart after an unsatisfactory start.

The mechanics must only work on his rider's bike within the pit zone, this will not be allowed on the Pre-grid or Starting Gate.



If, in the opinion of the Start Marshal or Clerk of the Course, any Rider or Riders are not ready to start within the 2 - or 1 - minutes time allowance has expired they shall be disqualified from the heat.

8.4 Start

On the order of the Pits' Marshal the required Riders must leave the pits or the Pre-grid together and proceed under power immediately in direction to the starting gate where they must stop under the control of the Starting Marshal.

The Starting Marshal, when satisfied that the Riders are correctly positioned, must give a signal to his assistant who will open the gate within the next 5 seconds.

All Races commence from a standing start. The Race procedure will be as follows:

The start of every Race will be taken by the Team's Rider Number 1 and shall follow the starting procedure indicated in the Supplementary Regulations.

Once the start is taken, Rider Number 1 must complete one (1) lap that will end once the bike has reached its designated "Switch Zone" area.

The relay must be carried out in the "Switch Zone"

During the relay Rider Switch procedure only three (3) Team members may be present inside the Team's "Switch Zone" (the two (2) Riders and one (1) Team technician).

The Race will have been classed as finished when the last of the Number 2 Riders who is able to finish the course crosses the finish line. Each rider Number 2 must stop the vehicle at the Stop Control located after the finish line. From there the rider must follow the procedure indicated in the Supplementary Regulations and the instructions of the marshals.

8.5 Unsatisfactory Start

Where, in the opinion of the Start Marshall, a start has been incorrect then he will immediately stop the race and order a restart.

The Clerk of the Course will give a warning to any rider deemed to have been the cause of or contributed to the unsatisfactory start. This will be communicated verbally by the Clerk of the Course before the race is restarted.

Any starting offence committed after a warning has been given in the same meeting under this Regulation will result in the disqualification of the Rider from that race. This will be signified verbally by the Clerk of the Course.



8.6 Timekeeping

Race times of each heat must be taken and announced at every FIM E-XPLORER World Cup Meeting.

The Clerk of the Course will determine the result of each heat based on the timekeeping results, the video of the finish and the information given by the marshalls operating on the track.

9

Results**9.1 Team Scores and Classification**

At the conclusion of each meeting, a Final Meeting Classification for Teams will be produced, showing the FIM E-XPLORER World Cup points achieved by the 2 riders' member of each official Team.

The Final meeting classification will count for as FIM E-XPLORER World Cup points in the Intermediate or Overall Championship Classification for the Teams.

The points will be awarded as follow:

Ranking	Teams positions	FIM Points
1	1 st of Final	25pts
2	2 nd of Final	20pts
3	1 st of Small Final	16pts
4	2 nd of Small Final	13pts
5	2 nd Best timed team from LCQ	11pts
6	3 rd Best timed team from LCQ	10pts
7	7 th best time of Round 1	9pts
8	8 th best time of Round 1	8pts
9	9 th best time of Round 1	7pts
10	10 th best time of Round 1	6pts
11	11 th best time of Round 1	5pts
12	12 th best time of Round 1	4pts

The position of each team in the ranking will be defined based on how far each team moves forward in the bracket and, for teams eliminated in the same round, based on their best time recorded in their respective races of that round. (Refer to Section 8 for further details). The overall ranking is defined as follows:

- P1: Final winner
- P2: Eliminated Team in Final
- P3: Small Final winner
- P4: Eliminated Team in Small Final
- P5: Team recording second best time at LCQ
- P6: Team recording third best time at LCQ
- P7 to P12: Position based on the best heat times recorded on Round 1



9.2 Manufacturer Scores and Classification

At the conclusion of each meeting, a Final Meeting Classification for Manufacturer will be produced, showing the FIM E-XPLORER World Cup points achieved by all Teams using their motorcycles.

The Final meeting classification will count for as FIM E-XPLORER World Cup points in the Intermediate or Overall Championship Classification for the Manufacturers.

9.3 Ties

The Intermediate FIM E-XPLORER World Cup Classification

In case of Teams tied on FIM points in the Intermediate Classification, the Teams having finished in the best position at the last event will be deemed the better - placed Teams.

The Final Overall FIM E-XPLORER World Cup Classification

In case of Teams involved in a tie on the Final Overall FIM E-XPLORER Classification, at the end of the Series, the following will apply:

1. Run-off for 1st, 2nd and 3rd place.
2. For all other placings Precedence will be given to the Teams having the greatest amount of 1st place results, Followed by 2nd, 3rd, 4th and so on in the current season. If the Tie still persists precedence will be given to the Teams with the highest Final Classification at the last round of the current FIM E-XPLORER season.

9.4 Results and Points, Medals and Diplomas

At the end of each FIM E-XPLORER World Cup Meeting, FIM points will be awarded to the Teams and Manufacturers.

The World Champion will be the Teams having collected the most FIM points at the end of the Series (Final Overall FIM E-XPLORER World Cup Classification). In case of Teams tied on points, Art. 9.2 will apply.

9.5 Official Results

The FIM E-XPLORER World Cup Secretary is responsible for printing the Official Results, which must be submitted to the International Jury for approval and signature.

9.6 Communication of Results

Immediately after the Final Meeting of the International Jury, the Organiser



of the FIM E-XPLORER World Cup must make available in the Press Room for all the persons concerned with the meeting, copies of the officially approved results, (i.e. each heat and classification + the Intermediate or Final Classification). Only the FIM E-XPLORER World Cup Official Results Form shall be used.

9.7 Podium Ceremony

The Podium Ceremony shall be organised immediately after the end of the Final heat. Riders shall make themselves ready and available immediately for the Ceremony, without any delays whatsoever.

The clerk of the Course, will as quickly as possible, guide the Riders placed first second and third to the podium for the awards ceremony.

It is compulsory for the Riders to participate.

It is compulsory for the best team (Male rider, female rider and team representative) to participate.

9.8 Press Conference

The Teams placed first, second and third shall immediately, after the Podium Ceremony, make themselves available for the Official Press Conference.

The promoter may request any other Officials, Rider or Team to participate in the Press Conference.

10 TEAMS'S REMUNERATION

10.1 Travel and Hotel Expenses

The travel and hotel expenses must be borne by each Team.

10.2 Hotel Accommodation

Where possible, it is recommended that Riders, Teams and FIM Officials stay in the same hotel.

Provided that no other agreement or arrangement has been made by the organiser, the Riders, Managers, FIM Officials, etc. are themselves responsible for booking or reserving their own hotel requirements directly with one of the official hotels specified in the SR's, according to the given deadline or with an alternative hotel of their choice.

10.3 Accreditation, Passes, Car Passes and Guest Tickets

The Promoter of the FIM E-Xplorer World Cup series will monitor the accreditation system, the distribution of the passes and the sell of tickets.

10.4 FIM Awards

FIM medals and diplomas are awarded to winners in accordance with the FIM Sporting Code.

10.5 Prize money

The prize money is paid by the promoter to the Teams according to the teams FIM Points scored during each race at the end of each season.

Position	Points	Prize Money Per Race
P1	25	9.328 €
P2	20	7.463 €
P3	16	5.970 €
P4	13	4.851 €
P5	11	4.104 €
P6	10	3.731 €
P7	9	3.358 €
P8	8	2.985 €
P9	7	2.612 €
P10	6	2.239 €
P11	5	1.866 €
P12	4	1.493 €



Teams must provide their Bank details, Bank code, account number, swift code etc. Any changes to the information given, during the season must be notified in writing to promoter immediately.

The FIM cannot be held responsible for any delays in transferring money if this information is incorrect or not received in time.

11 ALCOHOL AND DOPING CONTROLS

Alcohol controls must be carried out in accordance with FIM Medical Code. They may be made before the start of Practice, Racing or at any time during the meeting.

Doping controls must be carried out in accordance with the FIM Anti-Doping Code.

The sanctions for a positive doping or alcohol test will be applied according to the rules and proceedings laid down in the FIM Anti-Doping Code, FIM Medical Code and the FIM Disciplinary and Arbitration Code.

12 PROTESTS AND PENALTIES

Protests and appeals are subject to the rules and proceedings provided for in the FIM Disciplinary and Arbitration Code.

Any protest must be lodged immediately after the reason for the protest is known. They must be in writing, stating the article numbers relevant to the protest, and accompanied by the fee stipulated in the SR and submitted to the Clerk of the Course.

If the protest requires a technical measurement of the motorcycle which proves to be in order, then the protesting party must pay the actual labour costs, up to a maximum of 600 EUR.

Any irregularity, error or fraudulent action on the part of the Rider (and/or the machine concerned) that could influence on the result of a heat or the race would be followed by sanctions (cancellation of the FIM E-XPLORER points of the meeting, disqualification, suspension, etc...).

12.1 Time Limit

Protests relating to an error, irregularity or fraudulent action on the part of the Rider (and/or the machine concerned) that could influence the result of a subsequent heat must be lodged before those concerned leave the pits for



that subsequent heat.

If the protest relates to an incident during racing, it must be lodged before the Riders leave the pits for their next heat.

Should the reason for the protest occur in the last heat of the meeting, the protest must be lodged within 10 minutes of the finish of that heat. If a protest has been lodged verbally, it must be confirmed in writing not more than 15 minutes later.

12.2 Right of Protest and Appeal

No protest or appeal may be made against a decision by an Official or Technical Steward on a statement of fact.

12.3 Fines

Every breach of the rule shall be penalised with a fine or penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider. The International Jury may sanction any persons breaking the Rules as follows:

	MAXIMUM AMOUNT
UNGENTLEMANTLY CONDUCT with words or signs with violence	300€* 2.000€* And up to disqualification from the meeting
ARRIVING AFTER THE START OF ANY HEAT	600 € Disqualification from the meeting
ARRIVING AFTER THE SIGNING ON TIME STATED IN THE SR	300€
ABSENCE WITHOUT HAVING ADVISED THE ORGANISERS IN WRITING (Email) <u>or</u> absence after having advised the organisers in writing (Email) but for a reason not accepted by the International Jury	<u>\$12.000</u>
ABSENCE OR LATE ARRIVAL AT THE Machine Examination Riders' briefing Prize-giving ceremony Press Conference	300€ 300€ 750€ 300€
ANY PART OF THE FRONT FORK OR SIDE NUMBER PLATE STICKERS COVERED BY ANY OBJECT OR STICKER On practice day On racing day	600€ Disqualification from the meeting
TEAM MEMBER NOT WEARING A TEAM COLOUR UNIFORM	300€
LOST OR FORGOTTEN PASS	70€
NOT USING AN ENVIRONMENTAL MAT IN THE PITS	70€ per Mat

Riders and Teams are responsible for their Team Crew Members.

All other offences to the Rules will be penalised according to the FIM Disciplinary and Arbitration Code.

APPENDIX I: SPORTING REGULATION (To be Defined in SRs)

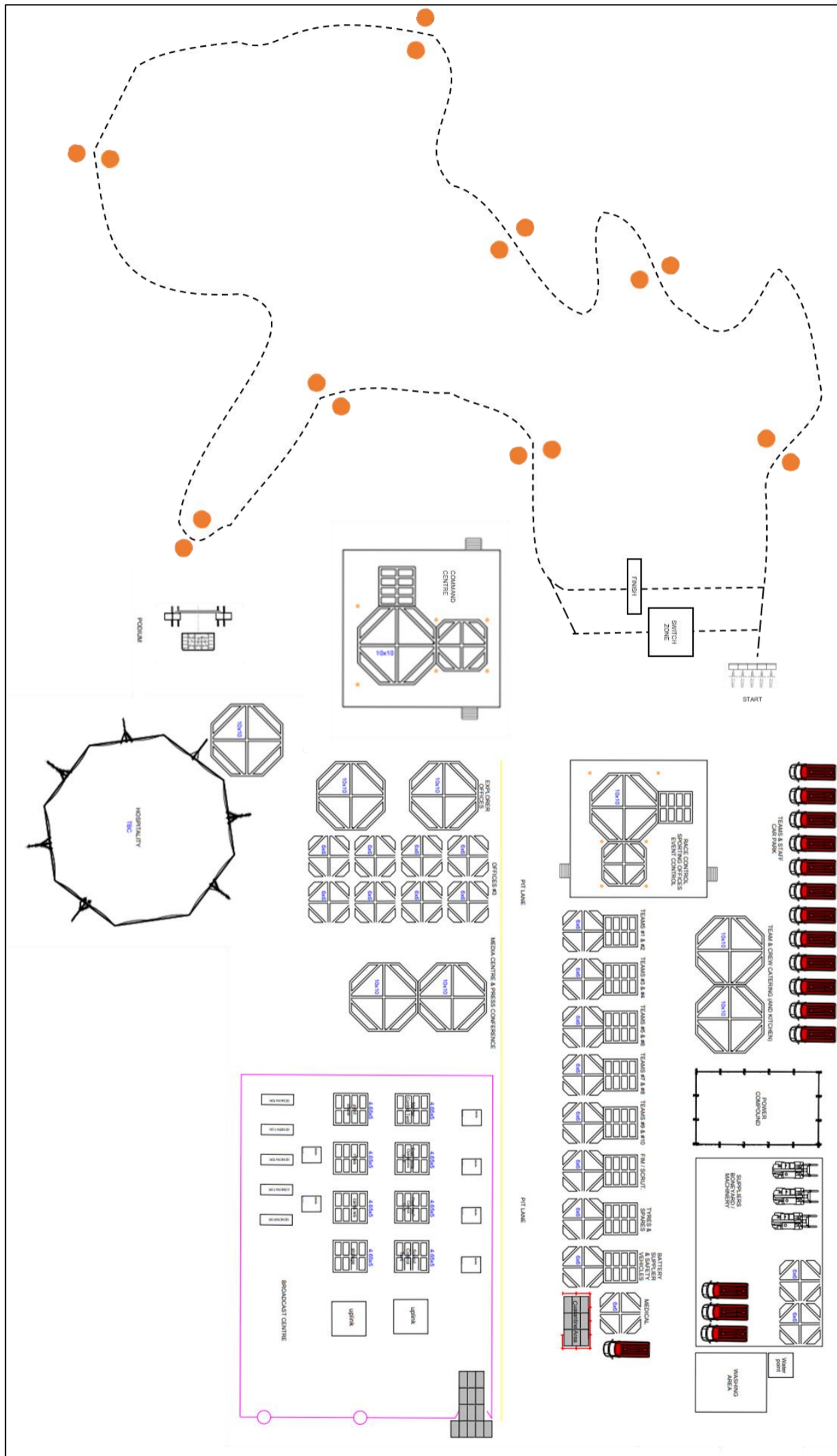




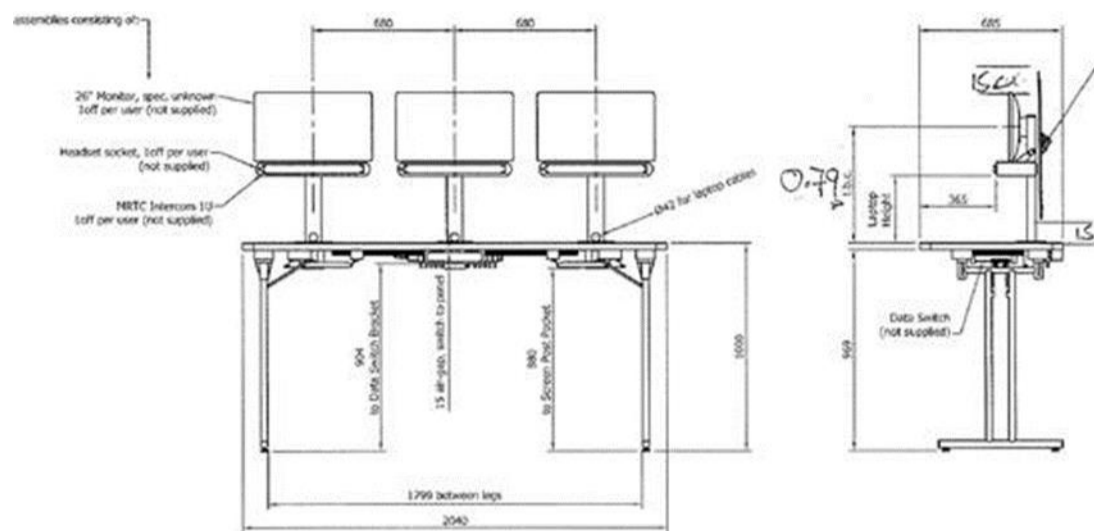
APPENDIX II: PROVISIONAL MEETING SCHEDULE (To be Defined in SRs)

FRIDAY	
9:00	Hospitality Opens
From 9:00	Paddock Entry and Set-Up
From 10:00	Scrutineering (Technical & Equipment)
10:00 - 11:00	Rider License Control
11:00 - 11:30	Rider Track Walk
11:30 - 12:30	Free Practice 1
12:30 - 13:30	Rider Media Activity
14:30 - 15:30	Free Practice 2
15:30 - 16:30	Riders & Teams Meetings
18:00	Hospitality Closes
SATURDAY	
8:00	Hospitality Opens
09:00 - 11:00	Time Attacks sessions
11:30 - 13:30	Head-to-Head (Rounds 1 & 2)
13:30 - 15:30	E-XPLORER Experience (**)
15:30 - 16:30	MAIN EVENT
16:30	Podium Ceremony
16:45	Press Conference
18:00	Hospitality Closes

APPENDIX III: SITE MAP (To be defined in SRs)

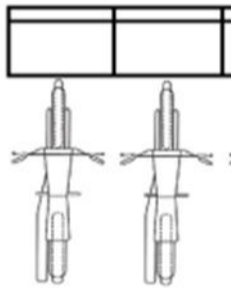


APPENDIX IV: SPOTTER PLATFORM

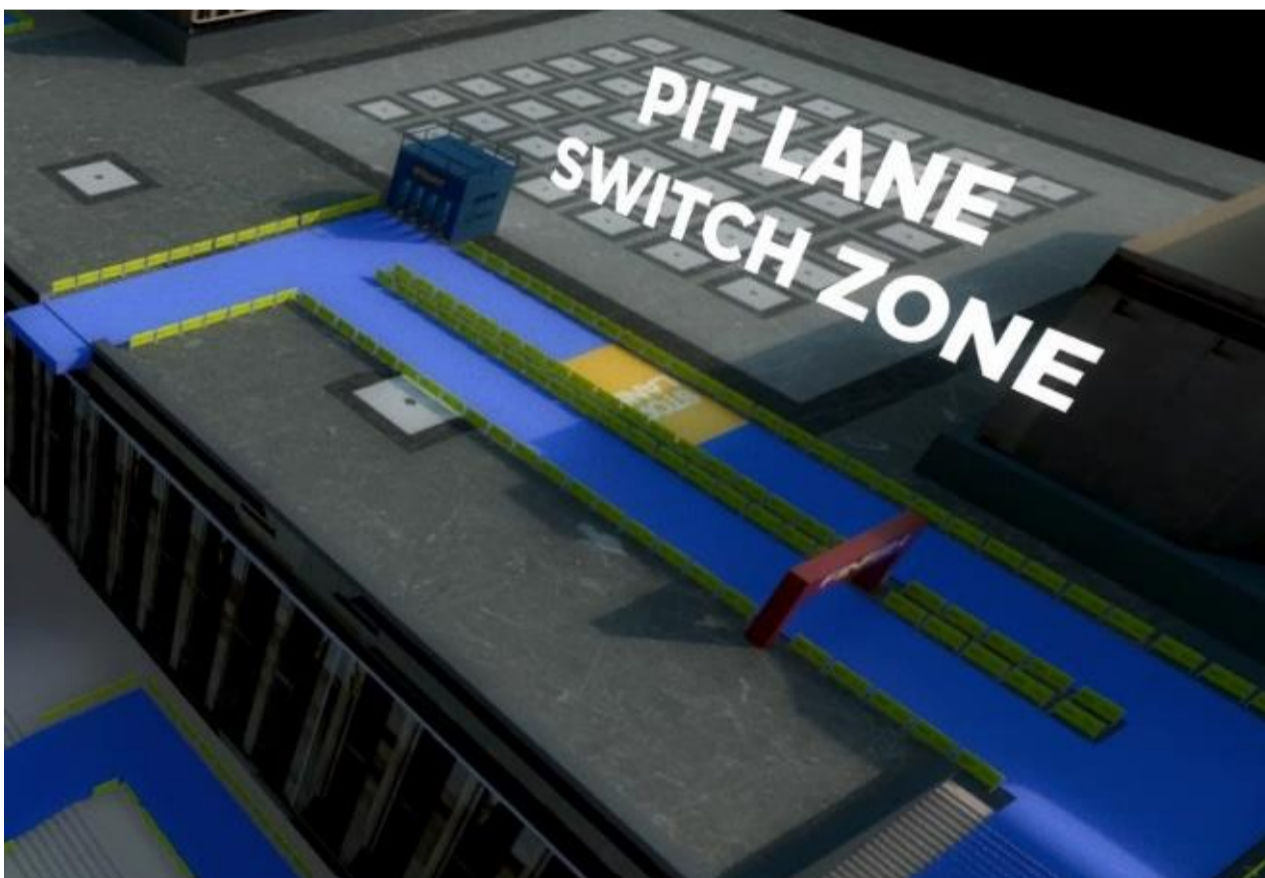


APPENDIX V: RACE TRACK ELEMENTS

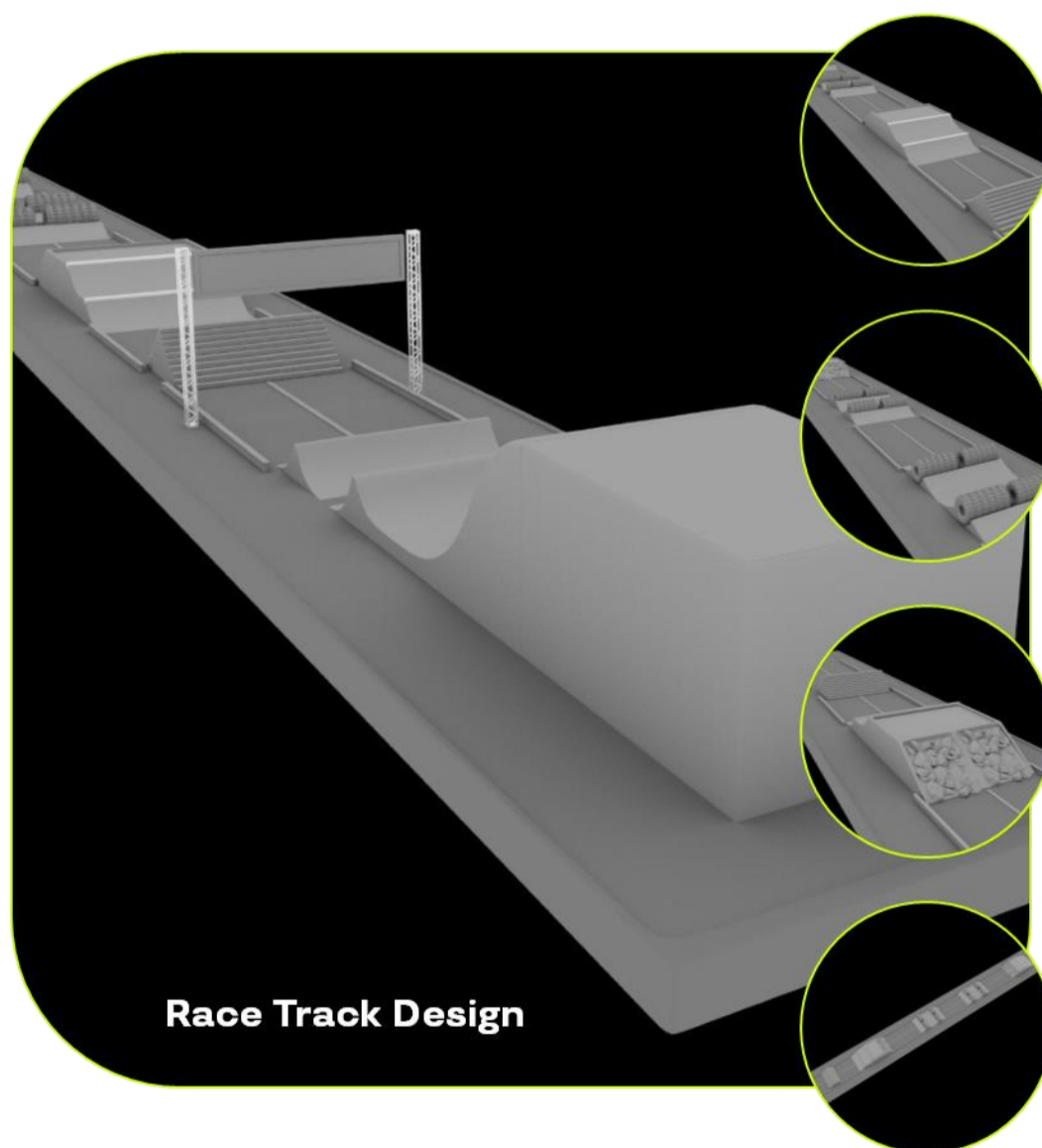
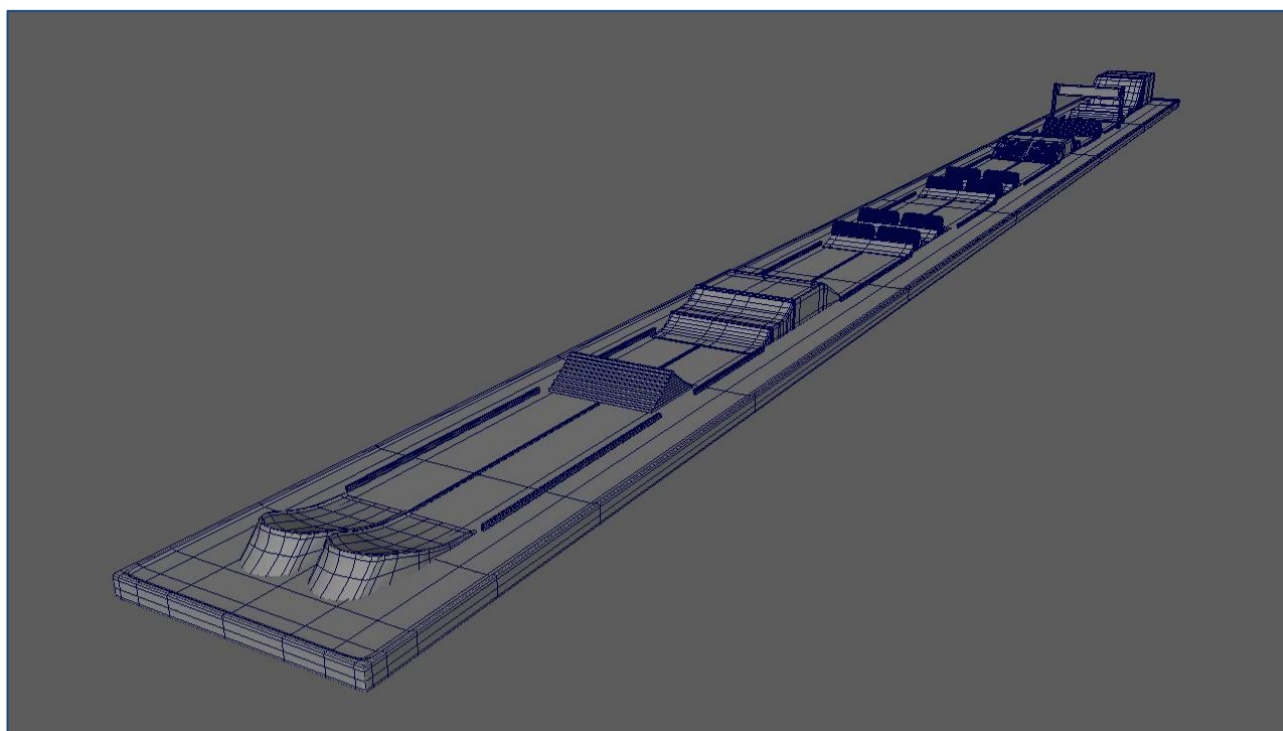
a) STARTING GRID



b) PIT LANE AND SWITCH ZONE



c) GENERAL DRAWING OF CIRCUIT





FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME